

Mar. 16-39

Leave Wash. for Boston 9 a.m. P.R.R.

✓ Trans. Reg. # SI-2,771 fare	14.50
✓ SI-2,772 Pullman	3.00
Man with trunk from auto	.25
Station porter	.25
Train porter	.25

Mar. 17 Arrive Boston 7.45 a.m. South Station

Station porter	.25
Check luggage 40 + 10 for extra calls for grip	.50
Breakfast Subway to Cambridge	.10
Sub. # <u>Brattle Inn for night</u>	2.00

Mar. 18 - 39

Wellcombe Photo Manual + Exposure guide	.75
Taxi to Dr. Clark's.	.85
Subway to Boston	.10
Baggage check (second day)	.40
Station porter	.25
Left 6 p.m. for New York	
✓ Trans. Reg. # SI-2,773	5.73
Arrive New York 11.15 p.m.	
Station porter	.25
Man to subway	.40
Subway fare	.05
Taxi to hotel from Subway	.50

Subway fare from Station to Hotel 9.51

Mar. 18 cont'd.
~~Hotel~~ ~~to~~ Bell hop

(2)

.25

Mar. 19 In New York

Subway to Penn Sta. + ret

.10

Mar. 20 ~~In N.Y.~~

Bus to Bing re lens (5th Ave)

.10

Bus to Eastman re filters (exchange)

.05

Bus ^{+transfer} to Eastman main store

.07

Bus + transfer to Kahlar re flash synchronizer

.07

Broadway Bus to Hotel

.05

Subway to Battery

.05

Σ ✓ S.S. Fare Trans. Reg. #SI-2774 ✓

(\$100.00)

Subway to Hotel (from Battery)

.05

Subway to Amer Mus.

.05

Subway to Penn. Sta.

.05

~~Bus to hotel~~

.05

Subvoucher #

Baggage transfer to dock ✓

1.40

Transfer man

.25

Bus to hotel

.05

Bus to Bartlett

.10

Bus to hotel

.10

Phone to Kahl re thermometer

.05

Phone to Kahlar

.05

Mar. 21 Bus + transfer Kahlar to dock,

.07

(and return

.07

Subvoucher # Adjust & adapt synchronizer SV#2 ✓

3.79

Sponge rubber mats. SV#24 ✓

.52

Mar. 21 cont'd

(3)

Taxi to ship ✓ .85
Taxi from ship and return for
last minute purchases .85 1.25
Dock porter .85 .35

Departed N.Y., S.S. Cristobal 4 p.m. ✓
Tuesday

Mar. 26 Port-au-Prince ✓

Postage .85 .60
Photos Bought ✓ .20
Paid natives for photo. ✓ .55

Mar. 29 Cristobal, landed 10.19 a.m. ✓

Dock porter to Customs .85 .25
Porter to train .85 .25
Trunk transfer to Balboa. ✓ .50
Porter with trunk .85 .25

Train to Barro Colorado left about 11 a.m.

Service at Barro Colo. ^{launched 25 ea. 1.50} ^{mailed 2 men (2)} 50
Trans. Reg. # SI-2,775 ✓ ^{with luggage.} 1.40

✓ Mar. 30, Balboa ✓

Subvouch. # Truck for moving outfit .85 3 ✓ 1.50
Trunk delivery ✓ .50

Mar. 31. Taxi to ^{market} mkt and return .85 1.00
Shrimp and lobster bought. 15.45 ✓ .60
Taxi home from Gorgas Lab .85 .75

Apr. 1st Postage

Apr. 2nd

~~note on notes~~

Left Balboa on cruise

9:09 a.m. Apr. 2.

75
~~75~~

~~75~~

Apr. 6. Barranquilla Col.

Shrimps bought in mkt
Tripod screw for camera

Lunch ashore 90+10

Taxi, my share (collecting)

Postage on notes

Apr. 10 Aruba my share auto

Apr. 12 La Guaira, Ven.

Taxi to Curacao + ret

Postage.

Consul's man charter in Curacao

Apr. 17 Port of Spain Trinidad

My share pitch-lake trip.

Shrimps bought. u. u. u.

Taxi to Consul

Postage Graf, McCain, + notes

For coconut photos

Apr. 18

Taxi to Manzanilla beach, my share

{ Shrimp bought in mkt this a.m.

20

5/10

1.00

.40

.90

.50

7.00

1.20

1.00

1.10

.36

1.00

1.80

.25

2.25

.55

Apr. 22

My share coll. trip to
San Tiel (Playa Vista Alegre) ^{SS} 2.60

~~Postage~~

~~.60~~

Photos bought

✓ .25

Apr. 28

Arrive Cristobal, C.Z. 7:47 a.m. ✓

Laundry ashore

^{SS} 1.35
(no per diem during this time)

Apr. 29

Arrive Balboa, end of trip. ✓

~~for me~~ 2 p.m.

Taxi to Zetek

^{SS} .50

Dock man

^{SS} .25

Check trunk to ship. ✓

.50

Freight car man, ~~(garage)~~

^{SS} .25

Porter grips.

^{SS} .20

Postage notes and McClaine

^{SS} .45

✓ Subvoucher #

~~Laundry repaid Booz~~

~~1.35~~

✓ Trans. Reg. # SI-2776 ✓

1.40

Apr. 30

Left Balboa for Cristobal. ✓

ship sailed 3 PM 1.10 p.m. arr. Cristobal. 2:30 p.m.

Station porter + luggage check

^{SS} .50

~~Man with brief case~~

~~.10~~

Dock porter Cristobal

^{SS} .20

May 3

Port-au-Prince Haiti ✓

Postage

^{SS} .50

May 8 New York got ashore about 9 a.m. ✓ (6)

~~Mess Boy~~

~~2.50~~

~~Room~~

~~2.00~~

~~Bath~~

~~1.25~~

Trunk Transfer, to Train ✓

1.00

Dock porter to Taxi ✓

.25

Taxi — Penn sta. ✓

.75

Sta. Porter ✓

.25

~~Baggage~~ check ✓

.40

Bdr Bus to hotel. ✓

.05

Lunch. 50 + 10 ✓

.60

Sub. to Amer Mus. + ret. ✓

.10

Sta porter ✓

.25

Trans. reg. # SI-2,777

6.70

Left N.Y. 4.30 E.S.T. Penn R.R. ✓

→ Sta. porter Wash. out to auto ✓

.35

Man with trunk. ✓

.25

Arr. Wash. 8.20 p.m. (really 8.30) ✓

V - 1 - 39	Helena at Caledonia Bay. N.G. } 1 } 2 } 3 } 4 } 5 } 6 } 7 } 8 } 9 } 10 } 11 } 12	
V - 2 - 39		
V - 3 - 39		
V - 4 - 39		Grass on ground deck
V - 5 - 39		" " "
V - 6 - 39		" " "
V - 7 - 39		Trench on the canal.
V - 8 - 39		" " " "
V - 9 - 39		Side of cut, close up
V - 10 - 39		" " " not quite so... shy old phone boxes
V - 11 - 39		Looking back to trench cut after ship passing behind.
V - 12 - 39		as in 11 but further away.

B/L No.

Routing

(Subject to other conditions on front)



TRAFFIC DEPARTMENT
24 STATE STREET
NEW YORK

PANAMA LINE

PANAMA RAILROAD COMPANY

BILL OF LADING

Received, in apparent good order and condition, by the Panama Railroad Company, the goods described, shipped and consigned as indicated on the reverse side hereof (contents and weight not guaranteed by the carrier).

CONDITIONS—Under which the goods are shipped

It is hereby mutually agreed between the carrier and the shipper that:

1. This bill of lading shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, which shall be deemed to be incorporated herein, and nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act. The provisions stated in said Act shall (except as may be otherwise specifically provided herein) govern before the goods are loaded on and after they are discharged from the ship, and throughout the entire time the goods are in the custody of the Carrier. The Carrier shall not be liable in any capacity whatsoever for any delay, non-delivery or misdelivery, or loss of or damage to the goods occurring while the goods are not in the actual custody of the Carrier.

2. In this bill of lading, the word "ship" shall include any substituted vessel, and any craft, lighter or other means of conveyance owned, chartered, operated or employed by the carrier; the word "carrier" shall include the ship, her owner, operator, demise charterer, time charterer, master and any substituted carrier, whether the owner, operator, charterer or master shall be acting as carrier or bailee; the word "shipper" shall include the person named as such in this bill of lading and the person for whose account the goods are shipped; the word "consignee" shall include the holder of the bill of lading, properly endorsed, and the receiver and the owner of the goods; the word "charges" shall include freight and all expenses and money obligations incurred and payable by the goods, shipper, consignee, or any of them.

3. The freight charged shall cover cost of transportation to the destination named on the reverse side hereof ONLY, at which point the consignee or authorized receiver shall, after due compliance with the regulations and customs of the port of landing, take prompt delivery.

4. In the event of the through-billed destination being beyond Panama, the responsibility of the Panama Railroad Company shall terminate absolutely upon delivery of the goods to the connecting carrier, and the connecting carrier shall then become responsible to the owner of the goods for proper transportation to the destination to which the goods are through-billed, except as hereinafter provided.

5. The scope of voyage herein contracted for shall include usual or customary or advertised ports of call whether named in this contract or not, also ports in or out of the advertised, geographical, usual or ordinary route or order, even though in proceeding thereto the ship may sail beyond the port of discharge or in a direction contrary thereto, or depart from the direct or customary route. The ship may call at any port for the purposes of the current voyage or of a prior or subsequent voyage. The ship may omit calling at any port or ports, whether scheduled or not, and may call at the same port more than once; may, either with or without the goods on board, and before or after proceeding toward the port of discharge, adjust compasses, dry dock, go on ways or to repair yards, make repairs, shift berths, take fuel or stores, remain in port, sail without pilots, tow and be towed, and save or attempt to save life or property, and all of the foregoing are included in the contract voyage.

6. In any situation whatsoever or wheresoever occurring and whether existing or anticipated before commencement of or during the voyage, which in the judgment of the carrier or master is likely to give rise to capture, seizure, detention, damage, delay or disadvantage to or loss, of the ship or any part of her cargo, or to make it unsafe, imprudent, or unlawful for any reason to proceed on or continue the voyage or to enter or discharge the goods at the port of discharge, or to give rise to delay or difficulty in arriving, discharging at or leaving the port of discharge or the usual place of discharge in such port, the Master, whether or not proceeding toward or entering or attempting to enter the port of discharge or reaching or attempting to reach the usual place of discharge therein or attempting to discharge the goods there, may, without giving any prior notice, discharge the goods into depot, lazaretto, craft, or other place and the goods shall be liable for any extra expense thereby incurred; or the master may proceed or return, directly or indirectly, to or stop at such other port or place whatsoever as he or the carrier may consider safe or advisable under the circumstances and discharge the goods or any part thereof there without giving any prior notice and, when landed as hereinabove provided, the goods shall be at their own risk and expense, the delivery thereof by the carrier shall be considered complete and the carrier shall be freed from any further responsibility in respect thereof except to mail notice of the disposition of the goods directed to the shipper or consignee named in this bill of lading at such address as may be stated herein; or the master may retain the cargo on board until the return trip or until such time as he or the carrier thinks advisable; or the master may forward the goods by any means by water or by land, or by both such means, at the risk and expense of the goods. For any services rendered to the goods as hereinabove provided, the carrier shall be entitled to a reasonable extra compensation.

Another vessel may be substituted for the ship, without notice, whenever and wherever the Carrier deems it desirable, whether or not the substituted vessel be owned or operated by the Carrier, or arrives or departs or is scheduled to arrive or depart before or after the ship.

7. The carrier, master and ship shall have liberty to comply with any orders or directions as to loading, departure, arrival, routes, ports of call, stoppages, discharge, destination, delivery or otherwise howsoever given by the government of any nation or department thereof or any person acting or purporting to act with the authority of such government or of any department thereof, or by any committee or person having, under the terms of the war risk insurance on the ship, the right to give such orders or directions. Delivery or other disposition of the goods in accordance with such orders or directions shall be a fulfillment of the contract voyage. The ship may carry contraband, explosives, munitions, warlike stores, hazardous cargo, and may sail armed or unarmed and with or without convoy.

8. Unless otherwise stated herein, the description of the goods and the particulars of the packages mentioned herein are those furnished in writing by the shipper and the carrier shall not be concluded as to the correctness of leading marks, number, quantity, weight, gauge, measurement, contents, nature, quality or value. Single pieces or packages exceeding the weights shown in the Carrier's tariff shall be liable to pay extra charges in accordance with tariff rates in effect at time of shipment for loading, handling, transshipping or discharging and the weight of each such piece or package shall be declared in writing by the shipper on shipment and clearly and durably marked on the outside of the piece or package. The shipper and the goods shall also be liable for, and shall indemnify the carrier in respect of any injury, loss or damage arising from shipper's failure to declare and mark the weight of any such piece or package or from the incorrect weight of any such piece or package having been declared or marked thereon or from failure fully to disclose the nature and character of the goods or from incorrectly describing them.

9. Goods may be stowed in poop, forecabin, deck house, shelter deck, passenger space, or any other covered-in space commonly used in the trade for the carriage of goods, and when so stowed shall be deemed for all purposes to be stowed under deck. In respect of goods carried on deck and stated herein to be so carried, all risks of loss or damage by perils inherent in such carriage shall be borne by the consignee or owner of the goods, but in all other respects the custody and carriage of such goods shall be governed by the terms of this bill of lading and the provisions stated in said Carriage of Goods by Sea Act notwithstanding Sec. 1. (c) thereof. Unless the shipper specifies that green fruits, vegetables, meats and any other kind of goods are of a perishable nature and requests in writing at the time of delivery of the goods to the Carrier that they shall be carried in a refrigerated, chilled or specially ventilated compartment at the refrigerated cargo rate of freight and unless the Carrier expressly agrees in this bill of lading so to carry such goods, the shipper represents that the goods do not need, and the Carrier will not be required to give them, specially heated or cooled stowage or any treatment other than the usual stowage in ordinary cargo compartments.

10. Live animals, including birds, reptiles and fish are received and carried at shipper's risk of accident or mortality, and the Carrier shall not be liable for any loss or damage thereto arising or resulting from any matters mentioned in Section 4, Sub-section 2, a to p inclusive of said Carriage of Goods by Sea Act or from any other cause whatsoever not shown to be due to the fault of the Carrier, any warranty of seaworthiness in the premises being hereby waived by the shipper. Except as provided above such shipments shall be deemed goods, and shall be subject to all terms and provisions in this bill of lading relating to goods.

11. If the ship comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the ship, the owners of the goods carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying ship or her owners in so far as such loss or liability represents all loss of, or damage to, or any claim whatsoever of the owners of said goods, paid or payable by the other or non-carrying ship or her owners to the owners of said goods and set off, recouped or recovered by the other or non-carrying ship or her owners as part of their claim against the carrying ship or Carrier.

12. General Average shall be adjusted and payable at New York according to 1924 York-Antwerp Rules, F and I to 15 and 17 to 22, all inclusive, and, as to matters not therein provided for, according to the laws and usages at the port of New York and the General Average shall be prepared by average adjusters selected by the Carrier, the said adjusters to attend to the settlement and collection of the average subject to the customary charges.

In the event of accident, danger, damage, or disaster, before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the carrier is not responsible, by statute, contract, or otherwise, the goods, shippers, consignees, or owners of the goods shall contribute with the carrier in general average to the payment of any sacrifices, losses, or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the goods. If a salving ship is owned or operated by the carrier, salvage shall be paid for as fully as if such salving ship or ships belonged to strangers. Such deposit as the carrier or his agents may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon, shall, if required, be made by the goods, shippers, consignees or owners of the goods to the carrier before delivery.

13. Whenever the carrier or master may deem it advisable or in any case where the goods are consigned to a point where the ship does not expect to discharge, the carrier or master may, without notice, forward the whole or any part of the goods before or after loading at the original port of shipment or any other place or places even though outside the scope of the voyage or the route to or beyond the port of discharge or the destination of the goods, by any vessel, vessels or other means of transportation by water or by land or by both such means, whether operated by the carrier or by others and whether departing or arriving or scheduled to depart or arrive before or after the ship expected to be used for the transportation of the goods. This carrier, in making arrangements for any transshipping or forwarding vessel or means of transportation not operated by this carrier, shall be considered solely the forwarding agent of the shipper and without any other responsibility whatsoever.

The carriage by any transshipping or forwarding carrier and all transshipment or forwarding shall be subject to all the terms whatsoever in the regular form of bill of lading, freight note, contract or other shipping document used at the time by such carrier, whether issued for the goods or not, and even though such terms may be less favorable to the shipper or consignee than the terms of this bill of lading and may contain more stringent requirements as to notice of claim or commencement of suit and may exempt the on-carrier from liability for negligence. The shipper expressly authorizes the carrier to arrange with any such transshipping or forwarding carrier that the lowest valuation of the goods or limitation of liability contained in the bill of lading or shipping document of such carrier shall apply even though lower than the valuation or limitation herein. Pending or during transshipment the goods may be stored ashore or afloat at their risk and expense and the carrier shall not be liable for detention.

14. The port authorities are hereby authorized to grant a general order for discharging immediately upon arrival of the ship and the carrier without giving notice either of arrival or discharge may discharge the goods directly they come to hand at or onto any wharf, craft or place that the carrier may select and con-

tinuously Sundays and holidays included, at all such hours by day or by night as the carrier may determine no matter what the state of the weather or custom of the port may be. The carrier shall not be liable in any respect whatsoever if heat or refrigeration or special cooling or ventilating facilities shall not be furnished during loading or discharge or any part of the time that the goods are upon the wharf, craft, or other loading or discharging place and the carrier does not undertake to furnish such facilities. Unless the ship discharges directly on to dock, wharf or shore, the consignee shall accept delivery on to lighters or other craft. The Carrier, in arranging for lighters or other transportation between ship and shore, does so as the shipper's and consignee's agent and at the risk and expense of the goods. The Carrier may require the consignee to furnish lighters and other craft, cranes, depot, wharf and other facilities, to enable the ship to discharge as soon as it is ready and as fast as the Master may require; and the goods shall be liable for all loss and expense resulting from any detention of the ship caused by consignee's delay and default; demurrage to be computed at the rate (United States currency) per net registered ton per running day specified in the applicable tariff of the Carrier or on the face hereof. All charges, dues and expenses for lighterage, use of craft, crane, landing, sorting, watching, handling, portage, delivery, pier, tonnage, shed and other facilities and services of whatsoever nature, connected with the discharge, subsequent custody and delivery and other disposition of the goods, shall be at the expense of the goods. All responsibility of the Carrier in any capacity shall altogether cease and the goods shall be considered to be delivered, but subject to the Carrier's lien, and at the risk and expense of the consignee when delivered to lighters or other craft or put into possession of customs or other authorities, or on public dock, or in public warehouse, the customs or other authorities or persons taking possession of the goods being deemed to have taken delivery thereof as agent of the shipper, consignee, holder hereof and owner of the goods. In any other case, where the goods remain in the Carrier's custody after discharge from the ship and possession thereof is not taken by the consignee by the expiration of the next working day after the goods are at consignee's disposal, they shall be considered to have been delivered to the consignee and may, at the Carrier's option and subject to the Carrier's lien, be sent to store or warehouse or be permitted to lie where landed, always at the expense and risk of the goods. The Carrier shall not be required to give any notification in writing or otherwise of arrival, discharge or disposition of the goods, any custom or agreement to the contrary notwithstanding and notwithstanding any notation, concerning notification, which may be made on the face hereof.

15. The carrier shall not be liable for failure to deliver in accordance with leading marks unless such marks shall have been clearly and durably stamped or marked by the shipper before shipment upon the goods or packages in letters and numbers not less than two inches high, together with name of the port of discharge. Goods that cannot be identified as to marks or numbers, cargo sweepings, liquid residue and any unclaimed goods not otherwise accounted for shall be allocated for completing delivery to the various consignees of goods of like character in proportion to any apparent shortage, loss of weight or damage.

16. The goods shall be liable for all expense of mending, cooperage, baling or reconditioning of the goods or packages and gathering of loose cargo or contents of packages; also for any payment, expense, fine, dues, duty, tax, impost, loss, damage or detention sustained or incurred by or levied upon the carrier or the ship in connection with the goods, howsoever caused, including any action or requirement of any government or governmental authority or person purporting to act under the authority thereof, seizure under legal process or attempted seizure, incorrect or insufficient marking, numbering or addressing of packages or description of the contents, failure of the shipper or consignee to procure consular, Board of Health or other certificates to accompany the goods, failure to comply with laws or regulations of any kind imposed with respect to the goods by the authorities at any port or place, or any act or omission of the shipper or consignee.

17. Freight shall be payable, at Carrier's option, on gross intake weight or measurement, or gross discharge weight or measurement, or ad valorem basis, or package basis. Freight may be calculated on the basis of the particulars of the goods furnished by the shipper herein but the Carrier may at any time open the packages and examine, weigh, measure and value the goods. In case shipper's particulars are found to be erroneous and additional freight is payable, the goods shall be liable also for any expense incurred for examining, weighing, measuring and valuing the goods. Full freight hereunder to port of discharge named herein shall be considered completely earned on receipt of the goods by the Carrier, whether the freight be stated or intended to be prepaid or to be collected at destination; and the Carrier shall be entitled to all freight and charges due hereunder, whether actually paid or not, and to receive and retain them under all circumstances whatsoever ship and/or cargo lost or not lost. Full freight shall be paid whether the goods be damaged or lost, or packages be empty or partly empty. If there shall be a forced interruption or abandonment of the voyage at the port of shipment or elsewhere any forwarding of the goods or any part thereof shall be at the risk and expense of the goods. All unpaid charges shall be paid in full and without any offset, counterclaim or deduction in the currency of the country of the port of shipment or, at Carrier's option, in the currency of the port of discharge at the demand rate of New York exchange as quoted on the day of the ship's entry at the Custom House of her port of discharge. The carrier shall have a lien on the goods, which shall survive delivery, for all charges due hereunder and may enforce this lien by public or private sale and without notice. The shipper and consignee shall be jointly and severally liable to the carrier for the payment of all charges and for the performance of the obligation of each of them hereunder.

18. In case of any loss or damage to or in connection with goods exceeding in actual value \$500. lawful money of the United States, per package, or, in case of goods not shipped in packages, per customary freight unit, the value of the goods shall be deemed to be \$500. per package or per unit, on which basis the freight is adjusted and the carrier's liability, if any, shall be determined on the basis of a value of \$500. per package or per customary freight unit, or pro rata in case of partial loss or damage, unless the nature of the goods and a valuation higher than \$500. shall have been declared in writing by the shipper upon delivery to the carrier and inserted in this bill of lading and extra freight paid if required and in such case if the actual value of the goods per package or per customary freight unit shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the carrier's liability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value. In view of the difficulty of ascertaining the exact market value at the port of destination, it is hereby agreed that the market value shall be deemed to be the invoice value whether such invoice value shall be higher or lower than exact market value.

19. Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the carrier or his agent at the port of discharge before or at the time of the removal of the goods into the custody of the person entitled to delivery thereof under the contract of carriage, such removal shall be **prima facie** evidence of the delivery by the carrier of the goods as described in the bill of lading. If the loss or damage is not apparent the notice must be given within three days of the delivery.

In any event the carrier and the ship shall be discharged from all liability in respect of loss or damage or otherwise unless suit is brought within one year after the delivery of the goods or the date when the goods should have been delivered.

20. The Carrier shall not be responsible for specie, bullion, jewelry, plate, precious stones or metals, bank notes, bonds or other negotiable documents or valuables until actually delivered on board the ship to the master or other officer in charge of the deck at the time and signed by him. Delivery must be taken on the ship's deck at port of discharge and the Carrier's responsibility shall thereupon cease. Such articles are received and the rate of freight has been specially adjusted upon the condition and understanding that the value thereof has been insured by the shipper or others for account of the Carrier in respect of its liability, under usual form of Lloyds Policy or equivalent, and that the shipper by accepting this bill of lading represents that such insurance has been effected, and undertakes that the Policy shall be available for the Carrier's protection in case of need.

21. If the ship, for the Carrier's convenience or otherwise, loads or discharges in whole or part in stream or elsewhere than alongside where the Goods are received for shipment, the Goods may be transferred to the ship at risk and expense of shipper, consignee and/or assigns until loaded on the ship, the Carrier being authorized to employ or appoint transfer agents and/or others therefore to be deemed the agents solely of shipper, consignee and/or assigns. The Goods may be transported at any stage by lighter or craft, either in course of loading, transshipment or delivery, or enroute to destination or otherwise. All such transportation, whether at Carrier's expense or not, shall be at risk of shipper, consignee and/or assigns, subject, in all other respects to the provisions of this bill of lading, and if entrusted by the Carrier to others shall be deemed to be by connecting carriers subject to their usual contract without responsibility of the Carrier in respect thereof.

22. This Bill of Lading shall be construed and the rights of the parties thereunder determined according to the law of the United States.

23. At all Haitian ports, except Port au Prince, the Goods can be landed only by lighters, and this Company furnishes no lighterage service at said ports. In receiving landing charges this Company does so only as agent of the shipper for the purpose of paying the lighterage companies for shipper's account, and does not undertake to perform or be responsible for the performance of any lighterage services whatsoever.

24. All agreements or freight engagements for the shipment of the goods are superseded by this bill of lading, and all its terms, whether written, typed, stamped, or printed, are accepted and agreed by the shipper to be binding as fully as if signed by the shipper, any local customs or privileges to the contrary notwithstanding. Nothing in this bill of lading shall operate to limit or deprive the carrier of any statutory protection or exemption from, or limitation of, liability. If required by the carrier, one signed bill of lading duly endorsed must be surrendered to the agent of the ship at the port of discharge in exchange for delivery order.

25. Consular regulations shall be fully and correctly complied with by the shipper, and any fine imposed, or additional charge made, on account of error, omission or failure in this particular, shall be paid by the shipper, consignee or owner of the goods before delivery.

26. The goods shall be delivered (in complete lots or part lots), or stored at the port of delivery, according to the customs and practices prevailing at such port, and the deliveries shall be subject to the port regulations.

27. The shipper shall be liable for any loss or damage to steamer, wharves, cars, lighters or cargo, caused by inflammable, explosive or dangerous goods shipped without full disclosure in writing of their nature, whether such shipper be principal or agent; and such goods may be thrown overboard or destroyed without compensation.

28. Attention of shippers is called to the provisions of 18 U. S. C. A. Sec. 385 (Criminal Code Sec. 235 as amended), imposing upon shippers a penalty of \$2,000 or imprisonment for 18 months, or both, for delivering to a carrier packages containing explosives or other dangerous articles without having the contents plainly marked on the outside thereof, or without informing the agent of the carrier in writing of the true character thereof; and also, to the provisions of 46 U. S. C. A. Sec. 175, which provides that any person shipping oil or vitriol, inflammable matches or gun powder in a vessel which is a common carrier, without delivering a note in writing expressing the nature and character of the merchandise to the person in charge of loading the vessel, shall be liable to the United States in the penalty of \$1,000.

Attention of shippers, consignors, consignees, forwarders, brokers and other persons is called to the provisions of Sec. 16 of the Shipping Act, 1916, as amended by the Act approved June 16, 1936, in relation to penalty of not more than \$5,000 in relation to false billing, false classification, false weighing, false report of weight, or any other unjust or unfair device or means to obtain or attempt to obtain transportation by water of property at less than the rates or charges which would otherwise be applicable.

Balboa

To Mr. Howard Fyfe,
U.S. Despatch Agent,
45-Broadway, New York, N.Y.

SHIPPER'S INVOICE FOR GOODS EXPORTED
(EXCEPT CANADA)

Washington, D. C. March, 16- 1939 193

AMERICAN EXPRESS COMPANY:

Please forward the following EIGHT packages addressed:

Dr. Waldo L. Schmitt (Passenger on S/S. Cristobal, Sailing Mar, 21-39)
(Pier 65 North River Foot of West
C/o Capt. G. Allan Hancock, Yacht Velerio Ltd. (25th St.)

Balboa, Canal Zone.

Kind of pkg	Description of Contents	Net Weight	Gross Weight	Value Domestic Goods	Value Foreign Goods
(COLLECTING OUTFIT)					
Box No. 1 25 X 17 X 20	Grain alcohol preserving fluid		166-lbs	NOT FOR SALE	
Box No. 2 24 X 16 X 15	" " " " " "		112-lbs	" " "	
Box No. 3 17 X 26 X 29	Material for use in collecting specimens		160-lbs	" " "	
Bdle. No. 4 44 X 18 X 4	Two Boards (Otter boards)		80-lbs	" " "	
One drum No. 5 (36 X 23 X 43 Cir)	Material for use in collecting specimens		242-lbs	" " "	
One dredge No. 6 68 X 20 X 59	Oyster dredge		160-lbs	" " "	
Box No. 7 25 X 16 X 15	Material for use in collecting specimens		76-lbs	" " "	
Box No. 8 25 X 16 X 15	Books		115-lbs	NOT FOR SALE	
(8) PCES Property of)			Total-----	1101-lbs	
THE U.S. NATIONAL MUSEUM					

The undersigned hereby declare the contents of said package and the weight and values thereof, to be exactly as herein represented, and also agree to the following, in addition to the usual conditions of shipment:-

(1) The shipper is held liable for any reclamation made on this invoice by reason of alleged false or inaccurate representations of any kind or nature whatsoever.

(2) While the American Express Company agrees to exercise the greatest care, the shipper shall have no claim against them for damages to goods from careless handling or delays in the Custom House.

(3) The shipper guarantees to American Express Company all duties and other charges.

U.S. NATIONAL MUSEUM

Shipper.

Countersigned by

L. E. Perry

Museum Shipping

Agent.

Clerk

A letter has, ^{has not} been written.

SMITHSONIAN INSTITUTION
UNITED STATES NATIONAL MUSEUM
WASHINGTON, D. C., U. S. A.

No. _____

101443

SHIPPING INVOICE

Date March 16, 1939

To Dr. Waldo L. Schmitt,
c/o Captain G. Allan Hancock
Yacht Velero III

Balboa, Canal Zone.

Approved _____ Head Curator

Authorized _____ Asst. Secy. or Assoc. Dir.

Shipped _____ by express
Prepaid; Collect; Messenger

On the recommendation of Waldo L. Schmitt, Curator of Marine Invertebrates
the material listed below contained in 8 boxes is transmitted as _____
[1] a gift [3] in exchange [5] return of material borrowed [7] Collecting outfit
[2] a loan at your request [4] for examination at our request [6] return of material sent for identification [8] _____

2049

LIST OF SPECIMENS

NAME OF OBJECT

LOCALITY

COLLECTOR

CATALOG
NUMBER

NUMBER OF
SPECIMENS

Collecting outfit for use on Hancock Expedition to
Colombia, Venezuela, and Trinidad, March-April, 1939

8 pieces

Note—Loans are made for two months unless otherwise stipulated.

In connection with material sent out for identification all types and uniques must be returned.

Retention of any other material is permitted only on definite arrangement.

Received the above in good order (date) _____

Retain this copy for your records

UNITED STATES OF AMERICA

No. 3876

Bill to U-S. National Museum

(Department or Establishment and Bureau or Service)

Preservation of Collection

(Appropriation chargeable)

Division of Correspondence, Shipping Dept

H.S. Bryant, Chief of Correspondence

(Issuing office)

4/29/39

GOVERNMENT BILL
OF LADING

MEMORANDUM COPY

Received from

PANAMA RAILROAD STEAMSHIP COMPANY

(Consignor)

by the

(Name of transportation company)

in apparent good order and condition (contents and value unknown), to be forwarded subject to conditions stated on the reverse hereof,

BALBOA

Washington, D. C.

from

(Shipping point)

to

(Destination)

U. S. National

by the said company and connecting lines, there to be delivered in like good order and condition to

Museum, Washington, D. C.

(Consignee)

via

(Route journey only when some substantial interest of the Government is subserved thereby)

MARKS	NUMBERS ON PACKAGES	NUMBER AND KIND OF PACKAGES	DESCRIPTION OF ARTICLES (Observe strictly carrier's freight classification. Avoid trade or technical names)	WEIGHTS *
SMITHSONIAN INSTITUTION U.S. NATIONAL MUSEUM C/o U.S. Despatch Agent, 45 Broadway New York, N.Y.	5(4) 1	Chests Drum	Collecting Equipment and Natural History Specimens	825 Lbs 20-0 CFT.
			Ocean Freight 20-0 CuFt. .40	\$ 8.00
			Isthmus Handling	.50
				\$ 8.50

Pick-up service at origin was by the Government.
was not

† Size car ordered _____ ft. Size car furnished _____ ft. Date furnished _____ Initials _____ Car No. _____

TARIFF AUTHORITY
(To be filled in by general office rendering account)

AUTHORITY FOR SHIPMENT

PANAMA RAILROAD S. S. COMPANY

(Name of transportation company)

4/29/39

, 19

Per

E.S. MacSparren

(Date)

(Agent)

CERTIFICATE OF ISSUING OFFICER

(To be filled out when this bill of lading is issued for use by contractor in making shipment)

Contract No. _____, or Purchase Order No. _____, dated _____, 19

(F. O. B. point named in contract)

(Issuing officer)

(CARRIER'S RIGHTS TO SHIPPING CHARGES NOT AFFECTED BY FACTS SET OUT IN THIS CERTIFICATE)

MEMORANDUM COPY

Delivery service at destination was by the Government.
was not

* Show also cubic measurement for shipments via ocean carrier in cases where required.

† Furnish this information in case of carload shipments only.

STEAMER LINES

Steamers of the Old Bay Line and Chesapeake Line leave Baltimore at 6.30 P. M. daily for Old Point Comfort and Norfolk.

The Old Bay Line steamers also run to Portsmouth.

Steamers of the York River Line leave Baltimore at 6.00 P. M. Mondays, Wednesdays and Fridays for West Point and Richmond.

Steamers of the Norfolk and Washington Steamboat Company leave Washington at 6.30 P. M. daily for Old Point Comfort and Norfolk.

Connections with steamer lines are not guaranteed and no responsibility is assumed for changes that may occur in the steamer service.

INFORMATION

CHILDREN—Under 5 years of age, free, when accompanied by parent or guardian; 5 years of age and under 12, one-half fare; 12 years of age or over, full fare.

FORWARDING OF BAGGAGE—Every effort will be made to expedite the handling of baggage, but the railroad cannot in all cases forward it on same train with owner; nor can time of arrival at destination to which checked be guaranteed. To facilitate prompt receipt of baggage at destination, passengers are requested, whenever possible, to check it in time to be forwarded on a preceding train.

BAGGAGE MAXIMUMS AND LIABILITY—No single piece of baggage exceeding 300 pounds in weight or 72 inches in greatest dimension, or single shipment exceeding \$2,500.00 in value, will be checked. Free allowance and liability are subject to tariff stipulation as to contents, weight, value and size.

Passengers have the privilege of declaring excess value on their baggage at a nominal charge of ten cents for each additional \$100.00 or fraction thereof over that allowed on their ticket. Limits of valuation that may be declared by one passenger not to exceed \$2,500.00.

CHECKING AND DELIVERY OF BAGGAGE—Passengers are advised to check their baggage to home address, hotel, club, office, steamship pier, etc., at destination, thereby insuring prompt delivery. This can be arranged upon application to agent or checkman at starting point, and the transfer charge may be paid at time of checking or when baggage is delivered at destination.

The Railway Express Agency, and other authorized transfer companies, will call for and check baggage from home, hotel, club, etc., upon presentation of valid transportation at a nominal charge.

DOGS and other small household pets are transported in baggage cars subject to tariff regulations. Small dogs and other small animals (not vicious, odoriferous, or otherwise objectionable) when carried in baskets or containers, may be taken by purchasers of Pullman drawing rooms, compartments, or bedrooms, into the rooms they occupy, subject to established regulations.

SPECIAL ARRANGEMENTS FOR CHECKING HAND-BAGS INTO NEW YORK CITY

At Newark, N. J.—On platform at which trains from the West and South, as well as Philadelphia, arrive between 6.30 A. M. and 10.00 A. M.—ushers will receive bags for checking to Pennsylvania Station, New York, from passengers who are going to downtown New York via Hudson Tubes. This service is free of charge. These employees will arrange, also, for delivery of bags in New York City at the regular transfer charge.

Limousine Service at Philadelphia Stations

The Penn Limousine Service, Inc., operates Limousine Service at Broad Street Station, Broad Street Suburban Station, Pennsylvania Station (30th Street) and North Philadelphia Station. Telephone RITtenhouse 7730.

Limousine and Drive Yourself Service at Pennsylvania Station, New York—Automobiles of the seven-passenger Limousine type, with reliable chauffeurs, may be obtained through the Station Master at Pennsylvania Station, New York. Drive Yourself Service may also be arranged through the Station Master.

Meeting Friends at Pennsylvania Station, New York

It is suggested that passengers advise friends desiring to meet them in Pennsylvania Station, New York City, to make the appointment at or near the Information Bureau in the Waiting Room as a central point in the station.

City Ticket Offices

New York, N. Y.—*Telephone*
Pullman Reservations.....PENnsylvania 6-2000
Information Bureau.....PENnsylvania 6-5600
3 West Forty-seventh Street.....MEDallion 3-2200
4 West Thirty-third Street.....PENnsylvania 6-0744
17 John Street.....BARclay 7-7600
Travel Bureau, Penna. Sta.....PENnsylvania 6-6000

Brooklyn, N. Y.—
155 Pierrepont Street.....TRiangle 5-7440

Newark, N. J.—
Pullman Reservations and Information...MARKet 2-5500
10 Commerce Street.....MARKet 2-4000

Philadelphia, Pa.—
Pullman Reservations and Information....LOCust 3030
1417 Chestnut Street.....SPRuce 4000
826 Chestnut Street.....WALnut 6500

Wilmington, Del.—
Pullman Reservations and Information.....3-4141
914 Market Street.....7241

Baltimore, Md.—
Pullman Reservations.....VERnon 8100
Baltimore and Light Streets.....PLaza 5430

Washington, D. C.—
Pullman Reservations.....NATional 7370
Bureau of Information.....NATional 2760
626 14th Street, N. W.....DISTRICT 1424

Thos. Cook & Son, General Foreign Passenger Agents.

F. McD. QUINN
General Passenger Agent
Broad Street Station
Philadelphia

A. H. SHAW
General Passenger Agent
Pennsylvania Station
New York

See RAILROADS at the New York World's Fair

A gigantic 17-acre exhibit of every phase of railroading, from early days to this streamlined rail era, including the BIG ENGINE, the world's largest steam passenger locomotive in action; pageantry depicting the development of transportation, and exhibits of actual trains, locomotives and equipment from America and the rest of the world.

RAILROADS ON PARADE

A colorful pageant in 16 rapid-fire scenes depicting the history of land transport from stagecoach and canal boat days to the streamlined present. 4 performances daily, except Mondays . . . approximately an hour each. Nominal admission charge.

RAILROADS AT WORK

A working model of a railroad (160 feet long, 40 feet deep) on which run 400 locomotives and cars over 3,800 feet of track . . . a detailed operation in miniature. Performances every hour, 12 Noon to 9 P. M. (show lasts 35 minutes). Nominal admission charge.

"TWO FAIRS FOR ONE FARE" ... Greatest travel bargain in history!

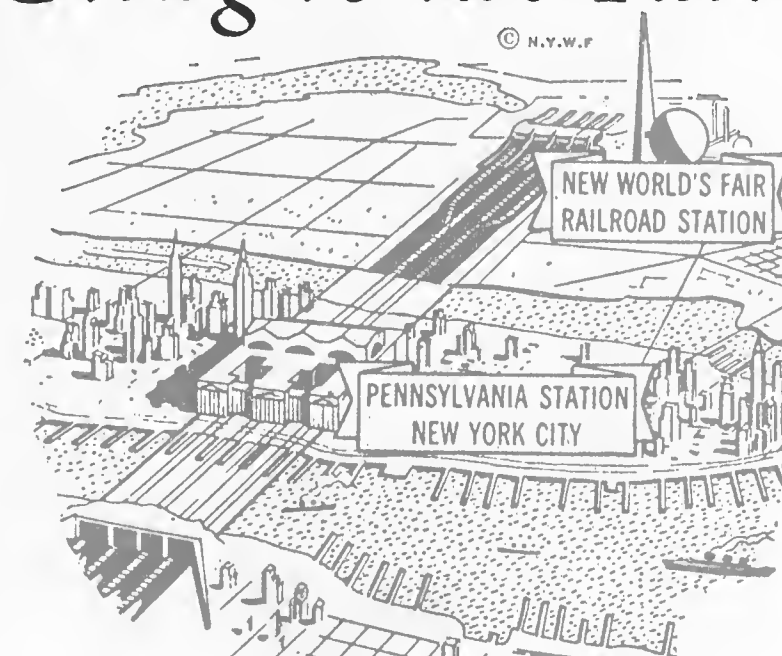
Grand Circle Tours to both New York World's Fair and Golden Gate International Exposition, San Francisco. You can travel from your home station to one Fair, thence across the Continent to the other and home again for only \$90 round trip in coaches, \$135 rail fare in Pullmans. Special round trip Pullman fares, too; for example: lower berth (for 1 or 2), only \$45; upper berth \$34.50. Tickets on sale April 28-Oct. 28 . . . good for 60 days from date of sale. Stop-overs permitted.

GO WEST THIS YEAR

For the Golden Gate International Exposition, San Francisco. See the National Parks enroute. Pennsylvania Railroad and connecting services provide the ideal way to visit this great pageant of the Pacific.

Visit the Pennsylvania Railroad Exhibit in Vacationland Building, I. This colorful display presents a vivid panorama of railroad progress.

Going to the Fair?



Pennsylvania Railroad
is the **DIRECT ROUTE**
Station on Fair Grounds

WHY get tangled up in New York's dense traffic, its maze of streets, its crowds or hunt for a place to park among its skyscrapers? Go the only **DIRECT RAIL ROUTE** to the Fair . . . Pennsylvania Railroad. From Pennsylvania Station, New York, run the only railroad trains to the World's Fair Station . . . in 10 minutes, for 10 cents.

LOW COST EXCURSIONS TO NEW YORK FOR THE FAIR PENNSYLVANIA RAILROAD

The Direct, All-Electric Route to the Fair

New York-Washington Timetables
EASTERN STANDARD TIME

PENNSYLVANIA RAILROAD



NEW YORK
NEWARK
PHILADELPHIA
WILMINGTON
BALTIMORE
WASHINGTON



All Trains Between New York and Washington are Electrically Operated
SAFETY . . . SPEED . . . COMFORT

Effective April 30, 1939.

EASTERN STANDARD TIME

The Time from 12.01 A. M. to 12 o'clock noon, inclusive, is indicated by light-face type: from 12.01 P. M. to 12 o'clock, midnight, inclusive, by heavy-face type.

Southbound Trains		101	103	107	173	179	403	111	169	115	121	123	125	175	129	153	177	1049	135	137	143	449	147	141
		Daily	Daily	Daily	Daily	Daily	Week-days	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	See Note	Daily	Daily	Daily	Daily	Daily	Daily
		A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
0	Lv New York, N. Y., Penna. Station	12.30	12.50	1.25	2.35	4.25	.....	7.05	8.15	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	.....	5.30	6.30	7.30	9.00	9.45	10.00
.....	Lv New York, N. Y. (Hudson Term.)	12.15	.....	1.00	2.00	4.00	.....	6.54	8.06	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.18	.....	5.18	6.20	7.20	8.50	9.30	10.50
.....	" Jersey City, N. J. (Exchange Place) (u)	12.18	.....	1.03	2.03	4.03	.....	6.57	8.09	9.23	10.23	11.23	12.23	1.23	2.23	3.23	4.21	.....	5.21	6.23	7.23	8.53	9.33	10.53
.....	Ar Newark, N. J.	12.34	.....	1.19	2.19	4.19	.....	7.14	8.30	9.39	10.39	11.39	12.39	1.39	2.39	3.39	4.38	.....	5.38	6.39	7.39	9.09	9.49	10.09
10.0	Lv Newark, N. J.	12.47	.....	1.42	2.50	4.42	.....	7.20	8.30	9.45	10.45	11.45	12.45	1.45	2.45	3.44	4.44	.....	5.45	6.45	7.45	9.15	10.00	10.15
15.5	" Elizabeth, N. J.	12.55	.....	1.50	.....	4.50	.....	7.28	8.30	9.45	10.45	11.45	12.45	1.45	2.45	3.44	4.44	.....	5.45	6.45	7.45	9.15	10.00	10.15
32.7	" New Brunswick, N. J.	1.15	.....	2.12	.....	5.12	.....	7.47	8.30	9.45	10.45	11.45	12.45	1.45	2.45	3.44	4.44	.....	5.45	6.45	7.45	9.15	10.00	10.15
58.1	" Trenton, N. J.	1.44	.....	2.47	.....	5.47	.....	7.47	8.30	9.45	10.45	11.45	12.45	1.45	2.45	3.44	4.44	.....	5.45	6.45	7.45	9.15	10.00	10.15
85.9	" North Philadelphia, Pa.	2.15	.....	3.20	.....	6.20	.....	8.43	9.49	10.31	11.32	12.35	1.32	2.32	3.31	4.49	5.57	.....	6.35	7.33	8.35	10.09	10.52	11.06
.....	Ar Phila., Pa., Penna. Sta. (30th St.)	2.24	.....	.....	4.28	6.32	.....	8.52	9.58	11.10	12.15	1.04	2.01	3.01	4.12	5.24	6.06	.....	7.04	8.01	9.04	10.36	11.22	11.35
91.4	Lv Philadelphia, Pa.	2.30	.....	.....	.....	6.40	.....	8.52	9.58	11.10	12.15	1.04	2.01	3.01	4.12	5.24	6.06	.....	7.04	8.01	9.04	10.36	11.22	11.35
.....	Broad Street Station	2.30	.....	.....	.....	6.40	.....	8.52	9.58	11.10	12.15	1.04	2.01	3.01	4.12	5.24	6.06	.....	7.04	8.01	9.04	10.36	11.22	11.35
104.8	" Chester, Pa.	3.01	.....	4.35	.....	7.00	.....	9.20	10.18	11.39	12.44	1.44	2.43	3.43	4.44	5.24	6.34	.....	7.14	8.25	9.16	11.14	11.32	11.49
118.1	Ar Wilmington, Del.	3.05	.....	4.46	.....	7.15	.....	9.20	10.18	11.39	12.44	1.44	2.43	3.43	4.44	5.24	6.34	.....	7.14	8.25	9.16	11.14	11.32	11.49
186.5	Lv Baltimore, Md. (Penna. Station)	4.14	.....	6.16	.....	8.33	.....	10.23	11.44	12.43	1.47	2.50	3.45	4.47	5.48	6.24	7.37	.....	8.07	9.12	10.56	12.12	12.25	1.36
.....	Ar Baltimore, Md. (Penna. Station)	4.28	.....	6.29	.....	8.33	.....	10.23	11.51	12.43	1.47	2.50	3.45	4.47	5.48	6.24	7.37	.....	8.07	9.12	10.56	12.12	12.25	1.36
226.6	Ar Washington, D. C.	5.15	.....	7.30	.....	9.20	.....	11.05	12.35	1.25	2.30	3.35	4.30	5.30	6.35	7.05	8.20	.....	9.12	10.05	11.40	12.10	1.25	2.35
		A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M
Northbound Trains		102	108	400	112	120	122	174	126	128	130	176	134	1046	142	144	152	168	420-226	154	156	158	172	162
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	See Note	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
0	Lv Washington, D. C.	1.05	2.00	2.10	4.25	7.00	7.30	8.00	9.00	10.00	11.00	12.00	1.00	1.45	2.00	3.00	4.00	4.15	4.30	5.00	6.00	7.00	8.00	8.55
40.1	Ar Baltimore, Md. (Penna. Station)	1.50	2.48	2.54	5.10	7.43	8.15	8.45	9.43	10.44	11.43	12.43	1.44	2.30	2.45	3.45	4.41	5.00	5.17	5.46	6.46	7.43	8.43	9.55
40.1	Ar Baltimore, Md. (Penna. Station)	2.00	2.58	3.20	5.23	7.43	8.15	8.45	9.43	10.44	11.43	12.43	1.44	2.30	2.45	3.45	4.41	5.00	5.17	5.46	6.46	7.43	8.43	9.55
108.5	Ar Wilmington, Del.	3.07	4.17	4.43	6.37	8.45	9.16	9.49	10.45	11.51	12.45	1.44	2.46	3.33	3.47	4.47	5.41	6.02	6.28	6.48	7.48	8.48	9.56	11.33
108.5	Lv Wilmington, Del.	3.11	4.25	5.00	6.39	8.45	9.16	9.50	10.45	11.51	12.45	1.44	2.46	3.33	3.47	4.47	5.41	6.02	6.28	6.48	7.48	8.48	9.56	11.33
121.8	" Chester, Pa.	3.30	.....	5.17	.....	8.45	9.16	9.50	10.45	11.51	12.45	1.44	2.46	3.33	3.47	4.47	5.41	6.02	6.28	6.48	7.48	8.48	9.56	11.33
.....	Ar Phila., Pa., Penna. Sta. (30th St.)	3.49	5.00	5.41	7.14	9.14	9.46	10.23	11.14	12.25	1.14	2.13	3.19	4.48	4.17	5.18	6.08	6.34	6.43	7.18	8.18	9.21	10.20	12.11
135.2	Ar Philadelphia, Pa.	.....	.....	5.45	.....	9.14	9.46	10.23	11.14	12.25	1.14	2.13	3.19	4.48	4.17	5.18	6.08	6.34	6.43	7.18	8.18	9.21	10.20	12.11
.....	Broad Street Station	.....	.....	5.45	.....	9.14	9.46	10.23	11.14	12.25	1.14	2.13	3.19	4.48	4.17	5.18	6.08	6.34	6.43	7.18	8.18	9.21	10.20	12.11
140.7	Lv Phila., Pa., Penna. Sta. (30th St.)	3.53	5.01	.....	7.14	9.14	9.49	10.25	11.14	12.25	1.14	2.13	3.21	4.52	4.17	5.18	6.08	6.34	6.43	7.18	8.18	9.21	10.20	12.11
168.5	Ar North Philadelphia, Pa.	4.03	5.11	.....	7.24	9.24	9.58	10.34	11.23	12.34	1.23	2.22	3.30	4.04	4.26	5.28	6.16	6.42	6.28	7.04	8.04	9.04	10.43	12.40
193.9	" Trenton, N. J.	4.34	5.39	.....	7.50	9.52	10.26	11.01	11.51	1.01	1.50	2.22	3.30	4.04	4.26	5.28	6.16	6.42	6.28	7.04	8.04	9.04	10.43	12.40
211.1	" New Brunswick, N. J.	5.02	.....	.....	8.38	10.38	11.03	11.47	12.30	1.25	2.34	3.29	4.52	.....	5.44	6.34	7.20	7.59	8.23	9.08	10.16	11.08	12.10	12.25
211.1	" Elizabeth, N. J.	5.29	6.37	.....	8.42	10.42	11.12	11.52	12.30	1.25	2.34	3.29	4.52	.....	5.44	6.34	7.20	7.59	8.23	9.08	10.16	11.08	12.10	12.25
216.6	Ar Newark, N. J.	5.31	6.38	.....	8.42	10.42	11.12	11.52	12.30	1.25	2.34	3.29	4.52	.....	5.44	6.34	7.20	7.59	8.23	9.08	10.16	11.08	12.10	12.25
224.1	Lv Newark, N. J.	5.47	6.55	.....	8.58	10.58	11.28	12.08	12.42	1.32	2.41	3.46	5.10	.....	6.08	6.58	7.38	8.21	8.41	9.11	10.01	11.35	12.29	1.47
225.4	Ar Jersey City, N. J. (Exchange Place) (u)	5.50	6.55	.....	9.01	11.01	11.31	12.11	12.45	1.32	2.41	3.46	5.10	.....	6.08	6.58	7.38	8.21	8.41	9.11	10.01	11.35	12.29	1.47
226.6	Ar New York, N. Y., Penna. Station	5.50	6.55	.....	8.55	10.55	11.27	12.05	12.55	2.05	2.50	3.45	5.10	.....	6.00	7.00	7.35	8.15	8.40	9.05	10.00	11.25	12.25	1.47
		A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M

All regularly assigned equipment is Air-Conditioned.
No. 101—SLEEPING CARS—DAILY—New York to Washington—Drawing Room and Sections. Philadelphia to Washington—Drawing Room and Sections.
No. 103—SLEEPING CARS—DAILY—New York to Washington—Drawing Room, Double Bedrooms, Compartments, Duplex Rooms and Sections. (Week-days except holidays—Single Bedrooms.) Daily—New York to Washington—Drawing Room and Sections.

Sleeping Cars open for occupancy in New York for No. 103 at 9.15 P.M. and No. 101 at 10.30 P.M. Philadelphia 9.00 P.M., Washington and Baltimore 10.00 P.M. Sleeping Cars may be occupied in Philadelphia until 7.00 A.M. and in Washington and Baltimore until 8.00 A.M.

No. 108—SLEEPING CARS—DAILY—Washington to New York—Drawing Rooms, Compartments, Duplex Rooms and Sections. (Week-days except holidays—Single Bedrooms.) Daily—Baltimore to New York—Double Bedrooms and Sections. (Week-days except holidays—Drawing Room and Sections.)
Sleeping Cars open for occupancy in New York for No. 103 at 9.15 P.M. and No. 101 at 10.30 P.M. Philadelphia 9.00 P.M., Washington and Baltimore 10.00 P.M. Sleeping Cars may be occupied in Philadelphia until 7.00 A.M. and in Washington and Baltimore until 8.00 A.M.

§ Stops Sundays only.
¶ On Saturdays arrives Jersey City 7.00 A.M., Hudson Terminal 7.03 A.M. Sundays, Jersey City 7.07 A.M., Hudson Terminal 7.10 A.M.
▲ On Sundays arrives Jersey City 6.01 A.M., Hudson Terminal 6.04 A.M.
* On Sundays leaves Hudson Terminal 6.50 A.M., Jersey City 6.53 A.M.
⊕ On Sundays leaves Hudson Terminal 8.00 A.M., Jersey City 8.03 A.M.

§ Stops Sundays only.

¶ On Saturdays arrives Jersey City 7.00 A.M., Hudson Terminal 7.03 A.M. Sundays, Jersey City 7.07 A.M., Hudson Terminal 7.10 A.M.

▲ On Sundays arrives Jersey City 6.01 A.M., Hudson Terminal 6.04 A.M.

* On Sundays leaves Hudson Terminal 6.50 A.M., Jersey City 6.53 A.M.

⊕ On Sundays leaves Hudson Terminal 8.00 A.M., Jersey City 8.03 A.M.

■ On Saturdays and Sundays arrives Jersey City at 2.58 P.M., Hudson Terminal 3.01 P.M.

c Stops only to receive passengers.

d Stops only to discharge passengers.

e Section carrying Baltimore and Southern Railway Sleeping Cars only stops at Baltimore.

g Leaving time of Philadelphia-Washington Sleeping Car.

u Hudson & Manhattan R. R. Station.

w Stops only to discharge passengers from points south of Wilmington

For Additional Trains between Washington and Baltimore, Baltimore and Philadelphia, and Philadelphia and New York, see local time tables.

All Trains Air-Conditioned and Electrically operated between New York and Washington.

Effective April 30, 1939
Subject to change without notice

What has in Port au Prince going S.
March. 26 == 8.56_{a.m.} — 5.57.

Time arrived (or get ashore in
~~Port~~ Cristobal March 29 =
10.19.

March ~~16~~
for Boston,

(1.)

Leave Washington 1 p.m. Penn. R.R.

Trans. req. #S.I.-2,771 fare 14.50

#S.I.-2772 Pullman 3.00

17.50

Man with trunk 25
Pupst Time 15

Sta. porter. 25

~~Train porter~~

Arrive Boston 7.45 am South Station Pullman Porter 35

Mar. 17 Breakfast Boston Baggage check 40 + 10 extra at open 40

Subway fare Cambridge 10

Wash room 10

Brattle Inn for night 2.00

Mar. 18. in Cambridge Saturday Breakfast .50

Share .35

Dinner Taxi to H.L. Clark .85 1.35

Photo Manual (Wellcombe) Subway Boston .10 .25

Baggage check extra day 40

Station Porter 25

Mar. 18 Saturday left for New York. S.I. # 2,773 = 5.73

Station porter 25

Carry to subway 40

Subway fare 5

Taxi to hotel from subway 50

Hotel porter 25

Mar. 19 Sunday

Breakfast 35

Lunch 50 + 10 Subway to Penna sta. P.O. & Hotel 1.45
Supper 125 + 20

Mar. 20th ^{Monday} in New York

(2)

Breakfast.

Bus to Bing re Camera lens ^(5th Ave) .10

Bus to Eastman re filters .05

Bus and transfer to other Eastman store .07

Bus + transfer to 915 Bdv. Kahlert .07

~~Subvoucher #21~~ ~~Bus to hotel~~ ~~Transportation request~~ ~~# SI-2,774 \$100.00~~ ~~.05~~

Subway to Battery .05

Lunch subway to hotel .05

Subway to Amer Mus. .05

Subvoucher #21 ["] ~~Bus to hotel~~ ~~Transfer~~ ~~Baggage transfer man~~ ~~.05~~

Bus to hotel .05

Dinner. 75 + 10 .85

~~Bus to~~ Bus to Bartlett .10

Bus home .10

Phone call Kahl re thermometers .05

Phone call Kahlert

Mar. 21st Tuesday in New York

~~Breakfast~~ Breakfast .35

Bus Kahlert to ship. .07

+ ret. .07

Candy & cakes = Schraft = 8.16

Subvoucher #2 Kahlert camera adjust. 3.79

~~Restaurants~~ Lunch 1.20 (60 + 60) (Hearn's 14th St.) 2.19

Sponge rubber mats 2 @ 25 .50

Shoe polish etc. ~~to hotel~~ ~~lorry~~ ~~to ship.~~ .25

Taxi to ship. .85

③

Taxi from ship last minute purchases

25
1.00

Bathrobe	2.00
Shirts	4.08
Shiffers	x40
Opigun	x20
Lock Porter	

.35

Mar. 21. Deck chair
Departed N.Y. S.S. Cunard 4 p.m. Tuesday

1.00

~~Arr. in Port-au-Prince.~~

~~Postage ~~note for the night~~~~

~~1.00~~

~~Natives for posing~~

~~.45~~

~~Photos bought 4@ 5¢~~

~~.20~~

~~Arr. in Panama~~

8.56 a.m. to 5.57 p.m.

Mar. 26 Sunday Arr. in Port-au-Prince -

Postage Opfman
~~Shirts & shorts & cards~~ 1.00
Photos. bought 4@ 5

~~5.00~~
1.00

.20

Paid natives st. mkt. 2@10.20
Baby in arm. .05
Natives in hills (vice Courlander) .15
Kid on street .05
Old man 1.00

.55

5.55

$$\begin{array}{r}
 7.90 \\
 2.00 \\
 3.00 \\
 3.75 \\
 3.00 \\
 1.50 \\
 \hline
 22.25
 \end{array}$$

On ship. March. 29th Wednesday (4)

~~Amst.~~ ~~Cont.~~ Sailed 10.19 a.m. almost at dock

Man Boy	3.25	
Room Boy	3.25	
Balt. Herald	1.50	
Business	1.20	Waldschmitt
Tip	.05	Bardner
		Reyburn
Lock Pyle to customs	.25	
Port of San	.25	man
Trunk charge	.50	
Thunk to train	2.5	
Train to Barro	1.40	
Arrive Cristobal		
Trans. request #SI-21775		
Train to Barro Colorado	1.40	extra charge
Port Service	1.35	(65+65)
Lunch at Barro Colo.	2.5	
Launch men 2 @ 25 each	.50	
	.25	
	\$ 1.00	

special train at about 11:30

March. 30 in Balboa.

Sub voucher # ~~1.50~~ Truck for moving boxes 1.50

Trunk delivery .50

Beer to Whaler + party 1.00

27.90
3.95

March. 31

Shrimp bought + lobster 70 50

Sunch. (tried get screw for camera) 15 + 45 60

Postage for shed 4.50

Laundry 7.50

Sub voucher # 141

service included photo shop. 1.00

lost tripod

Saturday April 1st.

(5)

Snack to Hovenars

6.50

Postage ———

75

Called on Judge Gardner.

Taxi. in evening 75
Repayments 75 } 1.50

~~Departed~~ April 2 at ~~9:09 am.~~ 9:09 am.
Sept. Balboa and cruise

April 6th Thursday
Barranquilla. Col.

Int'l. Adm. ^{Shingles Bought} 45
Screens for Camera

.40

Snack Cash 90+10.

1.00

Taxi; my shoe —

.40

Postage in notes

.90

Boy

.05

Taxi's in Barranquilla)
1 per hr (= about 60¢
Amer.)

La Guaira April 12 - Wednesday.
Caracas.

6

rebus Alfred John

Consul & Mr. Holge.

Taxi to Caracas + ret 7.00
Postage 3.00 ^{2 or 3 air mail letters} 3.00
~~gone to Consul man in Caracas~~ 1.00

April 10th Monday comes before La Guaira
at Aruba taxi auto hire there .50
Postage.

Port of Spain Trinidad.

Apr. 17 to
Pitch Lake
Monday

my ~~trip~~ ^{hitch hike} trip
Shrimp bought of fisherman 1.10
Taxi to Consul 36
Postage 75
Postage Graf. McCain + notes 1.80
Postage 86

Tues Apr. 18

Paid 25¢
for coconuts
& picture

Taxi to Manzanillo Beach
my share 2.25

Wrecked 3 for 3.00

Shrimp bought at market 20¢
+ anchovies 15¢ 20¢ .55

Shrimp bought 2.00
Postage

Salago.

12:25 p.m. to 5:42 p.m.
4/19/39 4/20/39.

(7)

my expenses

Ahlensstad
Curaçao

9:00 a.m. — 6:22 a.m.
4/22/39 4/24/39

April 22.	my share of collect. trip	
23	to Jan Ziel	2.60
24	Postage	.60
	Photos bought	2.54 2.54
	Siguerre bought.	9.70
	Shank bought	2.00

April 28. Arrive Cristobal, C.Z. at. 7.47 a.m. (7a)

Sandy ashore

April 29. Arrive Balboa, end of trip for me at 2 p.m.

Taxi to Zetek ~~after 6 p.m.~~ 50

Check trunk to other side 50

Dock man 25

Freight car man 25

~~Suit cases~~ Porter, gifts 20

Portage, notes. incl. in. 45

Refreshments to Zetek 1.55

Laundry repaid Booz 1.35

Transport. Reg. # SI- 2,776 1.40

April 30 Sunday. Left Balboa for Cristobal 1.10 p.m.

Sta Porter & for luggage check 50

man with brief case .10

(Block porter ~~to~~ ^{get} Cristobal

Went across Cristobal on dock about 2.30 p.m.

20

May 3 Wednesday Port-au-Prince Haiti
Portage 50

Game. Cristobal April. 28. 7.47 a.m.
~~Game. Balboa~~

May 8 New York, ~~arrive about~~ get ashore about 9 ^{am} ⁽⁸⁾

Mess 2.50
Room 2.00
Bath 1.25

Trunk transfer 1.00

Dock porter .25

Taxi to Penn. Sta. .75

Sta. porter .25

Check luggage .40

Bdw. Bus. to Hotel Albert .05

Lunch 50 + 10 ~~.60~~

Trans. port reg # S.I. - 2,777

Sub. to Amer. Mus + ret. .10

~~Phone~~

Sta. Porter .25

Sta Porter Wash .35

Man with trunk .25

Arr. Wash. 8.20

Leave N. Y. 4.30 E.S.T. Penn R.R.

~~Mar. 31~~ Contd.
~~Laundry~~ 12/11

Apr. 1. Postage

.75^c

~~Departed~~ left Balboa Apr. 2. 9:09 a.m.
Ship sailed

Transportation

The following expense was incurred by members of the 1939 ALLAN HANCOCK EXPEDITION while on legitimate business for the ALLAN HANCOCK FOUNDATION of the University of Southern California

April 6 Barranquilla, Colombia

Auto to take Wade, Perkins
and Koch to the market to
buy fish, birds, turtles

\$3.00

Rec'd Payment *Hudd S. Sch*

April 10 Aruba, N.W.I.

Auto to take Garth, Elmore,
Ziesenhenné, Schmitt, Taylor,
Petersen shore collecting

3.00

April 12 La Guaira, Venezuela

Auto to take Hogan to Caracas
with film for lecture

8.00

Hogan's share of return trans. 1.00

Garth's share of transportation

to and from Caracas to lecture 2.25

Total 17.25

Less:

Advance to Garth at Barran-
quilla April 6 5.00

Garth's share of trans.

to Caracas pd. agent

1.25

6.25

11.00



RECEIVED OF

April 30 1939

Dr Waldo L. Schmitt

50/100 — DOLLARS
100

Share of transportation at Aruba

\$ 0.50

THISTLE BOND

John S. Garth

PANAMA RAILROAD COMPANY

Cash Fare Receipt

22106

The lower large figures show United States currency paid to Collector on

C. J. Lindsay

Train No.

Date, 193...

General Manager

Void unless punch mark here is identical in design to the one below



To be punched here when issued



* * * *

5 0

* * * *

10 5

* * * *

15 10

* * * *

* * * *

* * * *

.50

PANAMA RAILROAD COMPANY

Cash Fare Receipt

22107

The lower large figures show United States currency paid to Collector on

C. J. Lindsay

Train No.

Date, 193...

General Manager

Void unless punch mark here is identical in design to the one below



To be punched here when issued



* * * *

5 0

* * * *

10 5

* * * *

15 10

* * * *

* * * *

* * * *

.50

9095-1

MR 47862—Panama Canal—3-25-36—100 books

PANAMA RAILROAD COMPANY

PANAMA RAILROAD STEAMSHIP LINE

BALBOA HEIGHTS

From -----, 193-----

To

NEW YORK

Per S/S ----- Sail -----

Passenger -----

Authority: R. R. ----- S. S. -----

No. fares: R. R. ----- S. S. -----

Article ----- Wt. -----

Check Nos. ----- Wt. -----

Gross ----- Wt. -----

Excess ----- Wt. -----

Cash: R. R. \$ ----- S. S. \$ -----

19874

Cambridge, Mass., March 17, 1939

THE BRATTLE INN

48 Brattle Street

Cambridge, Massachusetts

ELIOT 9810

Mr. Waldo L. Schmitt

To The Brattle Inn

To room rental - March 17

2 00 -

Received payment
Brattle Inn
E.F.

The PANAMA LINE

Revised Sailing Schedule.

March 10, 1939

STEAMER	LEAVE NEW YORK	ARRIVE-LEAVE PORT AU PRINCE	ARRIVE CRISTOBAL	LEAVE CRISTOBAL	ARRIVE-LEAVE PORT AU PRINCE	ARRIVE NEW YORK
CRISTOBAL	Tues. Mar. 21	Sun. Mar. 26	Wed. Mar. 29	Sun. Apr. 2	Wed. Apr. 5	Mon. Apr. 10
*BUENAVENTURA	Tues. Mar. 28	Mon. Apr. 3	Thurs. Apr. 6	Sun. Apr. 9		Mon. Apr. 17
ANCON	Tues. Apr. 4	Sun. Apr. 9	Wed. Apr. 12	Sun. Apr. 16	Wed. Apr. 19	Mon. Apr. 24
*GUAYAQUIL	Tues. Apr. 11	Mon. Apr. 17	Thurs. Apr. 20	Sun. Apr. 23		Mon. May 1
CRISTOBAL	Tues. Apr. 18	Sun. Apr. 23	Wed. Apr. 26	Sun. Apr. 30	Wed. May 3	Mon. May 8
PANAMA	Thurs. Apr. 27	Mon. May 1	Wed. May 3	Tues. May 9	Thurs. May 11	Mon. May 15
#ANCON	Wed. May 3	Mon. May 8	Thurs. May 11	Sun. May 14	Wed. May 17	Mon. May 22
CRISTOBAL	Wed. May 10	Mon. May 15	Thurs. May 18	Sun. May 21	Wed. May 24	Mon. May 29
PANAMA	Thurs. May 18	Mon. May 22	Wed. May 24	Tues. May 30	Thurs. Jun. 1	Mon. Jun. 5
ANCON	Wed. May 24	Mon. May 29	Thurs. Jun. 1	Sun. Jun. 4	Wed. Jun. 7	Mon. Jun. 12
CRISTOBAL	Wed. May 31	Mon. Jun. 5	Thurs. Jun. 8	Sun. Jun. 11	Wed. Jun. 14	Mon. Jun. 19
PANAMA	Thurs. Jun. 8	Mon. Jun. 12	Wed. Jun. 14	Tues. Jun. 20	Thurs. Jun. 22	Mon. Jun. 26
ANCON	Wed. Jun. 14	Mon. Jun. 19	Thurs. Jun. 22	Sun. Jun. 25	Wed. Jun. 28	Mon. Jul. 3
CRISTOBAL	Wed. Jun. 21	Mon. Jun. 26	Thurs. Jun. 29	Sun. Jul. 2	Wed. Jul. 5	Mon. Jul. 10
PANAMA	Thurs. Jun. 29	Mon. Jul. 3	Wed. Jul. 5	Tues. Jul. 11	Thurs. Jul. 13	Mon. Jul. 17
ANCON	Thurs. Jul. 6	Mon. Jul. 10	Wed. Jul. 12	Tues. Jul. 18	Thurs. Jul. 20	Mon. Jul. 24

*Freight only

#Departures starting with the "ANCON", May 3, will be at 4.00 PM, Daylight Saving Time, which is 3.00 PM, Eastern Standard Time.

Steamers sail at 4.00 PM from Pier 65, North River, foot of West 25th Street, New York, N. Y.

Steamers sail at 4 P.M. from Pier 65, North River, Foot of West 25th St., New York
The Stay at Port-au-Prince is of sufficient length of time to allow passengers to visit points of interest.

THROUGH BILLS OF LADING

Can be secured for Colon, R. P., Panama, R. P., and West Coast ports of
South America, Central America and Mexico.

* Departures starting with the "Cristobal" May 3rd, including the "Ancon" September 22nd will be at
4 P.M. Daylight Saving Time which is 3 P.M. Eastern Standard Time.

THE PANAMA LINE

1939

Sailing Schedule

(Subject to change)

Panama Railroad Company
24 STATE STREET
NEW YORK

The Panama Line
24 STATE STREET
New York, N. Y.

RETURN POSTAGE GUARANTEED

1939

THE PANAMA LINE

PANAMA RAILROAD COMPANY

1939

Steamer	Leave New York	Arrive Leave Port-au-Prince	Arrive Cristobal	Leave Cristobal	Arrive Leave Port-au-Prince	Arrive New York
<i>Buenaventura</i>	Wed. Jan. 4	Tues. Jan. 10	Fri. Jan. 13	Sun. Jan. 15	.....	Mon. Jan. 23
Ancon.....	Tues. Jan. 10	Sun. Jan. 15	Wed. Jan. 18	Sun. Jan. 22	Wed. Jan. 25	Mon. Jan. 30
<i>Guayaquil</i>	Tues. Jan. 17	Mon. Jan. 23	Thur. Jan. 26	Sun. Jan. 29	.....	Mon. Feb. 6
Cristobal.....	Tues. Jan. 24	Sun. Jan. 29	Wed. Feb. 1	Mon. Feb. 6	Thur. Feb. 9	Tues. Feb. 14
<i>Buenaventura</i>	Tues. Jan. 31	Mon. Feb. 6	Thur. Feb. 9	Sun. Feb. 12	.....	Mon. Feb. 20
Ancon.....	Tues. Feb. 7	Sun. Feb. 12	Wed. Feb. 15	Sun. Feb. 19	Wed. Feb. 22	Mon. Feb. 27
<i>Guayaquil</i>	Tues. Feb. 14	Mon. Feb. 20	Thur. Feb. 23	Sun. Feb. 26	.....	Mon. Mar. 6
Cristobal.....	Tues. Feb. 21	Sun. Feb. 26	Wed. Mar. 1	Sun. Mar. 5	Wed. Mar. 8	Mon. Mar. 13
<i>Buenaventura</i>	Tues. Feb. 28	Mon. Mar. 6	Thur. Mar. 9	Sun. Mar. 12	.....	Mon. Mar. 20
Ancon.....	Tues. Mar. 7	Sun. Mar. 12	Wed. Mar. 15	Sun. Mar. 19	Wed. Mar. 22	Mon. Mar. 27
<i>Guayaquil</i>	Tues. Mar. 14	Mon. Mar. 20	Thur. Mar. 23	Sun. Mar. 26	.....	Mon. Apr. 3
✓Cristobal.....	✓Tues. Mar. 21	Sun. Mar. 26	✓Wed. Mar. 29	Sun. Apr. 2	Wed. Apr. 5	Mon. Apr. 10
Panama.....	Thur. Mar. 30	Mon. Apr. 3	Wed. Apr. 5	Tues. Apr. 11	Thur. Apr. 13	Mon. Apr. 17
Ancon.....	Wed. Apr. 5	Mon. Apr. 10	Thur. Apr. 13	Sun. Apr. 16	Wed. Apr. 19	Mon. Apr. 24
Cristobal.....	Wed. Apr. 12	Mon. Apr. 17	Thur. Apr. 20	Sun. Apr. 23	Wed. Apr. 26	Mon. May 1
Panama.....	Thur. Apr. 20	Mon. Apr. 24	Wed. Apr. 26	<u>Tues. May 2</u>	Thur. May 4	Mon. May 8
Ancon.....	Wed. Apr. 26	Mon. May 1	Thur. May 4	Sun. May 7	Wed. May 10	Mon. May 15
*Cristobal.....	Wed. May 3	Mon. May 8	Thur. May 11	Sun. May 14	Wed. May 17	Mon. May 22
Panama.....	Thur. May 11	Mon. May 15	Wed. May 17	Tues. May 23	Thur. May 25	Mon. May 29
Ancon.....	Wed. May 17	Mon. May 22	Thur. May 25	Sun. May 28	Wed. May 31	Mon. June 5
Cristobal.....	Wed. May 24	Mon. May 29	Thur. June 1	Sun. June 4	Wed. June 7	Mon. June 12
Panama.....	Thur. June 1	Mon. June 5	Wed. June 7	Tues. June 13	Thur. June 15	Mon. June 19
Ancon.....	Thur. June 8	Mon. June 12	Wed. June 14	Tues. June 20	Thur. June 22	Mon. June 26
Cristobal.....	Wed. June 14	Mon. June 19	Thur. June 22	Sun. June 25	Wed. June 28	Mon. July 3
Panama.....	Thur. June 22	Mon. June 26	Wed. June 28	Tues. July 4	Thur. July 6	Mon. July 10
Ancon.....	Thur. June 29	Mon. July 3	Wed. July 5	Tues. July 11	Thur. July 13	Mon. July 17
Cristobal.....	Thur. July 6	Mon. July 10	Wed. July 12	Tues. July 18	Thur. July 20	Mon. July 24
Panama.....	Thur. July 13	Mon. July 17	Wed. July 19	Tues. July 25	Thur. July 27	Mon. July 31
Ancon.....	Thur. July 20	Mon. July 24	Wed. July 26	Tues. Aug. 1	Thur. Aug. 3	Mon. Aug. 7
Cristobal.....	Thur. July 27	Mon. July 31	Wed. Aug. 2	Tues. Aug. 8	Thur. Aug. 10	Mon. Aug. 14
Panama.....	Fri. Aug. 4	Tues. Aug. 8	Thur. Aug. 10	Tues. Aug. 15	Thur. Aug. 17	Mon. Aug. 21
Ancon.....	Fri. Aug. 11	Tues. Aug. 15	Thur. Aug. 17	Tues. Aug. 22	Thur. Aug. 24	Mon. Aug. 28
Cristobal.....	Fri. Aug. 18	Tues. Aug. 22	Thur. Aug. 24	Wed. Aug. 30	Fri. Sep. 1	Tues. Sep. 5
Panama.....	Fri. Aug. 25	Tues. Aug. 29	Thur. Aug. 31	Tues. Sep. 5	Thur. Sep. 7	Mon. Sep. 11
Ancon.....	Fri. Sep. 1	Tues. Sep. 5	Thur. Sep. 7	Tues. Sep. 12	Thur. Sep. 14	Mon. Sep. 18
Cristobal.....	Fri. Sep. 8	Tues. Sep. 12	Thur. Sep. 14	Tues. Sep. 19	Thur. Sep. 21	Mon. Sep. 25
Panama.....	Fri. Sep. 15	Tues. Sep. 19	Thur. Sep. 21	Tues. Sep. 26	Thur. Sep. 28	Mon. Oct. 2
*Ancon.....	Fri. Sep. 22	Tues. Sep. 26	Thur. Sep. 28	Tues. Oct. 3	Thur. Oct. 5	Mon. Oct. 9
Cristobal.....	Fri. Sep. 29	Tues. Oct. 3	Thur. Oct. 5	Tues. Oct. 10	Thur. Oct. 12	Mon. Oct. 16

COMMISSARY DIVISION PANAMA RAILROAD COMPANY ANCON LAUNDRY RETAIL LAUNDRY LIST

For use of gold employees of The Panama Canal and Panama Railroad Company and all others entitled to employees' rates.

MARK

WAL

JOB No.

8999

Date

3-30-33

Name

Waldolph Schmitt

House No.

Will

Town

Cali

Help us to be careful. Please write name plainly. Place this list on outside of bundle.

Marker

In checker

Out checker

MR 63560—Panama Canal—24-39—30,000

No. PIECES	MEN'S ARTICLES	RATE	AMOUNT	No. PIECES	WOMEN'S AND CHILDREN'S ARTICLES	RATE	AMOUNT
	Aprons, plain	3			Aprons	8 up	
	Bags, laundry	5			Belts	3 up	
	Bags (used as container)	Free			Bloomers	10	
	Belts	2			Blouses, child's	10	
	Bleaching, per garment	10			Blouses, women, middy	15	
	Bleaching, per yard	5			Brassieres	10	
	Caps, cooks'	4			Caps, nurses'	5	
	Coats, khaki or Palm Beach	15			Chemises	15	
	Coats, silk or tweed	30			Coats, babies'	35 up	
	Coats, white	25			Coats, women's, wash	25 up	
	Collars, cotton	3			Drawers, child's	4	
	Collars, silk	5			Drawers, women's	10	
	Coveralls	25			Dresses, child's	15 up	
	Covers, cap or hat	5	8		Dresses, night	12	
	Drawers	4	8		Dresses, women's	35 up	
	Handkerchiefs, cotton	2			Gloves, pair	5	
	Handkerchiefs, silk	4 up	8		Kimonos	15	
	Hats, linen or cotton	5			Rompers	5	
	Jumpers	13			Shirts, boys', silk	8	
	Leggings	5			Shirtwaists	20 up	
	Overalls	15	54		Shorts, women's	15	
	Robes, bath	25			Skirts, women's	20 up	
	Shirts, cotton, soft	9			Slips, women's	15	
	Shirts, cotton, starched	12			Step-ins	10 up	
	Shirts, dress	18 up			Stockings, women's	10 up	
	Shirts, khaki	9			Suits, combination	15 up	
	Shirts, silk	15			Suits, pajama, cotton	10	
	Shrinking, cotton or linen, yard	3			Suits, pajama, silk	15 up	
	Shrinking, wool, yard	5			Trousers, boys', short	5	
	Socks, pair	3			Underskirts	15 up	
	Stockings, golf	10	10		Undervests	4	
	Stockings, men's	5			Uniforms, nurses'	20	
	Suits, pajama, cotton	10			Waists, child's	10	
	Suits, pajama, silk	15 up			Wrappers	20	
	Suits, union	8					
	Sweaters	25					
	Ties, silk, press only	5					
	Ties, silk, clean & press	10					
	Ties, wash	5					
	Trousers, khaki or Palm Beach	15	20				
	Trousers, silk or tweed	20	6				
	Trousers, white	20					
	Undershirts	3					
	Vests, wash	15 up					
					Minimum charge	10	

KIND OF SERVICE DESIRED:
(Indicate which by "X")

REGULAR

SPECIAL

ROUGH DRY

FLAT WORK LIST

	Bars, mosquito	7			Doilies	2	
	Bedspreads, plain	10 up			Felts, table	15 up	
	Bedspreads, fancy	15 up			Mats, bath	5	
	Blankets, cotton, dbl.	16			Napkins, table	2	
	Blankets, cotton, single	9			Pillows	25	
	Blankets, wool, dbl.	40			Rough dry, per lb., (Minimum charge 50c.)	10	
	Blankets, wool, single	20			Rugs, other than camel hair lb.	10	
	Cases, pillow	2 up			Rugs, camel hair, each	35 up	
	Cloths, table	7 up			Scarfs	5 up	
	Cloths, wash	1			Sheets, double	5	
	Covers, mattress	9			Sheets, single	3	
	Covers, seat or furn.	5 up			Towels, bath, large	4	
	Curtains, fancy, large, pair	15 up			Towels, bath, small	2	
	Curtains, plain, large, each	4			Towels, hand	2	
	Curtains, shower, each	10					

Unless other amount accompanies package, Laundry's check must be accepted as correct.

SEE OTHER SIDE

COMMISSARY DIVISION
PANAMA RAILROAD COMPANY

MR 63810—P. C.—
3-6-39—1,500 books

EXCEPTION SLIP

ORIGINAL

Nº 866831

Ancon 3 31, 1937

Mark WAL

(Name)

Address _____

Your attention is called to the following exceptions taken to the list which accompanied your laundry received today.

Articles listed as OVER have been added to list attached hereto.

NO CLAIMS WILL BE ALLOWED FOR ARTICLES LISTED AS SHORT OR DAMAGED.

ARTICLE	OVER	SHORT	TORN	STAINED
<i>Handkerchiefs</i>	1			
<i>Shirts</i>			1	
<i>Shirts</i>				1
<i>Shirts</i>			1	

Checker No. 12

Foreman _____

Women's waists and dresses will be laundered at owner's risk of damage.

The laundry will not be responsible for shrinkage; for fastness of color; for valuable containers, such as suitcases; for damage to pillowcases used as laundry bags; or for jewelry or valuable articles left in clothing.

Exception Slip, Form 7054, will be pasted to all laundry lists of bundles *received* at the laundry in an incomplete or damaged condition, and Shortage Notice, Form 72 73, will be enclosed in all bundles that check short on *leaving* the plant.

Laundry not claimed within six months will be sold to pay charges, or destroyed.

CLAIMS.—Claims should be taken up promptly with the Laundry Manager at Ancon, or with the Manager of your Commissary, or with the General Manager's Office at Mount Hope. You will find any of these Commissary units anxious and willing to adjust the claim to your satisfaction. Handling of the claim will be facilitated if you will submit at the same time the laundry list covering, and state the value of the articles, as well as the date you acquired them. Promptness in submitting claims will assist materially.

If an article is lost or damaged, the right is reserved to make adjustment based upon the amount of service the article has had.

Men's flannel or woolen suits will be handled as *wash goods* only at owner's risk, and only when specifically requested on face of list.

ROUGH DRY INCLUDES ALL WEARING APPAREL AND HOUSEHOLD LINENS (EXCEPT CURTAINS, BLANKETS, DRAPES, AND STARCHED COLLARS AND CUFFS). ALL FLAT PIECES, INCLUDING HANDKERCHIEFS, ARE COMPLETELY FINISHED READY FOR USE. -WEARING APPAREL DRIED AND STARCHED WHERE NECESSARY.

ONE-THIRD OF TOTAL WEIGHT OF BUNDLE SHOULD CONSIST OF WEARING APPAREL.

For bundles handled specially—returned within 24 hours after receipt—33⅓ percent will be added to list prices, covering special collection and delivery and separate handling in plant.

Dry cleaning, and dry cleaning and pressing, should be listed on Form 7897, provided for that purpose.

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